

thousand and the four hundred thousand mark. Moreover, Manila's is a cosmopolitan population. Filipinos, of course, predominate, but along with them are Chinese, Japanese, East Indians, Germans, Englishmen, Frenchmen, Spaniards, and Americans.

It was finally stated that Manila is the commercial center of the archipelago. The city, because of its advantageous situation and natural advantages, properly occupies this position. The chief port of entry of the Philippines, to its customs house come the products of foreign nations and from its piers are sent out the exports of the Islands. Transportation in the city is furnished by the Manila Electric Company, popularly known as Meralco, motor-busses, and horse-drawn vehicles. Starting from the city on land are various bus lines and the Manila Railroad, running north and south. Radiating from Manila are the great interoceanic steamship companies and the coastwise trade. In the city itself are found banks, importing and exporting firms, manufacturing establishments, and wholesale and retail merchants.

Whatever the political future of Manila may be, it is bound to continue to be a great shipping and business center. It cannot help but be so, situated as it is at the crossroads of the ocean's steamship lines and close as it is to the Orient's storehouse of wealth. No longer is Manila a straggling, sleepy town with a general air of *manana* about its quiet streets. On the contrary, it is a city full of stir and bustle of money-grubbing enterprises.

Manila contains much of historic interest.

Above all, it is a city of churches. In the Walled City are found the San Augustin Church, probably the oldest building in the Islands; the Manila Cathedral, the most imposing church edifice⁵ and the St. Ignatius Church of the Jesuits, particularly noteworthy because of the beautiful wood-carvings made by Filipino artisans. Facing acacia-lined *Calle* Isaac Peral in the fashionable Ermita district is the Cathedral of St. Mary and